

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1-15. (Canceled)

16. (Currently amended) A high-performance tyre for a motor vehicle, comprising a tread having an overall width and comprising first and second circumferential grooves;

wherein the circumferential grooves separate a central region from two lateral shoulder regions, wherein the central region comprises rows of central blocks, and wherein the shoulder regions comprise shoulder blocks;

wherein a sum of widths of the lateral shoulder regions is less than or equal to 60% of the overall width, and wherein the width of each of the lateral shoulder regions is not less than 20% of the overall width;

wherein each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks, wherein each continuous track terminates in a continuous lateral wall of the respective circumferential groove, and wherein the continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more, with respect to a centerline axis of the respective circumferential groove, than a profile of a facing lateral wall of the respective circumferential groove; and

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wherein at least one of the rows of the central blocks are separated from each other by transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves ~~with a shaped profile of variable depth.~~

17. (Previously presented) The tyre of claim 16, wherein the continuous lateral wall of the at least one circumferential groove is inclined at an angle between about 14° and about 24° with respect to the centerline axis of the respective circumferential groove and comprises a first bottom radius between about 2 mm and about 5 mm, and wherein the facing lateral wall of the respective circumferential groove is inclined at an angle between about 3° and about 10° with respect to the centerline axis of the respective circumferential groove and comprises a second bottom radius between about 4 mm and about 7 mm.

18. (Previously presented) The tyre of claim 17, wherein the continuous lateral wall of the at least one circumferential groove is inclined at an angle of about 19° with respect to the centerline axis of the respective circumferential groove and comprises a first bottom radius of approximately 3.5 mm, and wherein the facing lateral wall of the respective circumferential groove is inclined at an angle of about 5° with respect to the centerline axis of the respective circumferential groove and comprises a second bottom radius of about 5 mm.

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19. (Previously presented) The tyre of claim 16, wherein at least one of the shoulder blocks comprises a sipe which is approximately transverse with respect to an equatorial plane of the tyre.

20. (Previously presented) The tyre of claim 16, wherein the central region comprises at least a first and a second circumferential row of central blocks, wherein the first and second circumferential row of central blocks is delimited by either the first or second circumferential groove and at least one other circumferential groove.

21. (Previously presented) The tyre of claim 20, wherein the central blocks are approximately rhomboid-shaped.

22. (Previously presented) The tyre of claim 20, wherein the central blocks are approximately cusp-shaped.

23. (Previously presented) The tyre of claim 16, wherein the central region comprises at least a first and a second circumferential row of central blocks and a third circumferential row of inner central blocks, wherein the third circumferential row of inner central blocks is adjacent to a first annular projection, wherein the first circumferential row of central blocks is delimited by the first circumferential groove and a third circumferential groove, wherein the second circumferential row of central blocks is delimited by the second circumferential groove and a fourth circumferential groove, and

wherein the third circumferential row of inner central blocks and the first annular projection are delimited by the third circumferential groove and the fourth circumferential groove.

24. (Previously presented) The tyre of claim 23, wherein the inner central blocks are approximately semiparabolic-shaped.

25. (Currently amended) A high-performance tyre for a motor vehicle, comprising a tread comprising first and second circumferential grooves, wherein the circumferential grooves separate a central region from two lateral shoulder regions, wherein the central region comprises rows of central blocks, and wherein the shoulder regions comprise shoulder blocks;

wherein the shoulder blocks in each lateral shoulder region are separated from each other by transverse grooves, and wherein the shoulder blocks in each lateral shoulder region are joined at one end by a continuous track forming a continuous lateral wall of the respective circumferential groove;

wherein each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks, wherein each continuous track terminates in a continuous lateral wall of the respective circumferential groove, and wherein the continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more, with respect to a centerline axis of the

respective circumferential groove, than a profile of a facing lateral wall of the respective circumferential groove; and

wherein at least one of the rows of the central blocks are separated from each other by transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves ~~with a shaped profile of variable depth.~~

26. (New) The tyre of claim 16, wherein two rows of central blocks are separated from each other by transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves.

27. (New) The tyre of claim 16, wherein said transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves have a moderately curvilinear form with a radius of curvature in the range from 90 mm to 120 mm.

28. (New) The tyre of claim 16, wherein at least one of the rows of the central blocks are separated from each other by transverse grooves having a bottom wall which has a cambered profile in a radial plane.

29. (New) The tyre of claim 28, wherein said cambered profile is a curvilinear profile with a radius of curvature in the range from 25 mm to 110 mm.

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30. (New) The tyre of claim 25, wherein two rows of central blocks are separated from each other by transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves.

31. (New) The tyre of claim 25, wherein said transverse grooves having a bottom wall with an inclined profile decreasing towards one of the circumferential grooves have a moderately curvilinear form with a radius of curvature in the range from 90 mm to 120 mm.

32. (New) The tyre of claim 25, wherein at least one of the rows of the central blocks are separated from each other by transverse grooves having a bottom wall which has a cambered profile in a radial plane.

33. (New) The tyre of claim 32, wherein said cambered profile is a curvilinear profile with a radius of curvature in the range from 25 mm to 110 mm.

34. (New) A high-performance tyre for a motor vehicle, comprising a tread having an overall width and comprising first and second circumferential grooves;

wherein the circumferential grooves separate a central region from two lateral shoulder regions, wherein the central region comprises at least two rows of central blocks, and wherein the shoulder regions comprise shoulder blocks;

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wherein a sum of widths of the lateral shoulder regions is less than or equal to 60% of the overall width, and wherein the width of each of the lateral shoulder regions is not less than 20% of the overall width;

wherein each of the circumferential grooves is adjacent, on a side further from the central region, to a respective continuous track from which branch transverse grooves delimiting respective shoulder blocks, wherein each continuous track terminates in a continuous lateral wall of the respective circumferential groove, and wherein the continuous lateral wall of at least one circumferential groove has a profile, in a radial plane, which is inclined more, with respect to a centerline axis of the respective circumferential groove, than a profile of a facing lateral wall of the respective circumferential groove; and

wherein the central blocks are separated from each other by transverse grooves having a bottom wall with a shaped profile of variable depth, the groove bottom wall separating the central blocks of at least one row of said at least two rows of central blocks having an inclined profile decreasing towards one of the circumferential grooves.

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